

# The Hongkong Telegraph.

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萬國銀行

WEDNESDAY, AUGUST 18, 1909.

三拜禮

八月八日英港香

\$36 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Starling \$1,500,000 at 5% = \$15,000,000

Silver \$14,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Graddon—Chairman.

H. E. Tomkins, Esq.—Deputy Chairman.

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CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

MANAGER.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 5 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 18th May, 1909.

[10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 5 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months, 4 percent.

" " " " " " "

WM. DICKSON,

Manager.

Hongkong, 5th April, 1909.

[11]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,350,000

ABOUT MEX \$2,323,222

RESERVE FUND GOLD \$1,350,000

ABOUT MEX \$2,323,222

HEAD OFFICE:

6 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money on Current Account at the rate of 5% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" " " " " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908.

[12]

NEDERLANDSche Handel-Maatschappij, (Netherlands Trading Society.)

ESTABLISHED 1834.

PAID-UP CAPITAL FL. 45,000,000 (43,750,000).

RESERVE FUND FL. 6,125,745

(about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberdon, Tegal, Pecalongan, Pasemah, Tjilatap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjarmasin.

Correspondents at Macassar, Bone, Colombo, Madras, Pondicherry, Calcutta, Bangalore, Madras, Rangoon, Rangoon, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE SAVOY, 13, Queen's Road Central.

COLLECTED BILLS OF EXCHANGE, ISSUES

LETTERS OF CREDIT ON ITS BRANCHES AND CORRESPONDENTS IN THE EAST, ON THE CONTINENT, IN GREAT BRITAIN, AMERICA, AND AUSTRALIA, AND TRANSMITS BANKING BUSINESS OF EVERY DESCRIPTION.

INTEREST ALLOWED.

On Current Accounts 5% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4½ do.

Do. 3 do. 3½ do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 2nd July 1909.

[13]

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHEFOO.

KOBE, TIENSIN.

OSAKA, PEKIN.

NAGASAKI, NEWCHWANG.

LONDON, DALNY.

LYONS, PORT ARTHUR.

NEW YORK, ANTUNG.

SAN FRANCISCO, LIOYANG.

HONOLULU, MUKDEN.

BOMBAY, TIE-LING.

SHANGHAI, CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 5 per cent.

per annum on the Daily Balance.

On fixed deposit—

For 12 months 4% p.a.

" 6 " 3½ " "

" 3 " 3½ " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 1st July, 1909.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5 PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1909.

[14]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, CALCUTTA, HAMBURG, HANKOW,

KOBE, PEKING, SINGAPORE, TIENTSIN,

TSINGTAU, YOKOHAMA

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Pruessische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Barclay Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Wartheuer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

MEISTER, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

LOOSE COVERS MADE BY EXPERIENCED MEN.

A. KOHN,

Manager.

Hongkong, 4th December, 1907.

[15]

INTIMATIONS.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE	{ "PRINZ WALDEMAR" ....	About FRIDAY,
	Capt. F. Iscke .....	21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	{ "GOEBEN" ....	WEDNESDAY,
	Capt. B. Wilhelmi .....	25th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	{ "DERFFLINGER" ....	About THURSDAY,
	Capt. E. Zacharias .....	26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	{ "PRINZ WALDEMAR" ....	About FRIDAY,
	Capt. F. Iscke .....	10th September.

For further particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 16th August, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... POLYNESIA	Broc.....	30th Aug., P.M.
MARSEILLES, VIA PORTS .....	Tonkin.....	Charbonnel...1st Aug., at 1 P.M.
HANGHAI, KOBE, YOKOHAMA ... OCEANIEN.....	Sellier.....	13th Sept., P.M.
MARSEILLES, VIA PORTS .....	AUSTRALIE.....	Riquier.....14th Sept., at 1 P.M.

Transhipment of the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, to board railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

Docking Length .....	515 ft.	Docking Length.....	376 ft.	Docking Length.....	481 ft.
Width of Entrance ...	80 "	Width of Entrance...	50 "	Width of Entrance...	63 "
Water on Blocks ....	28 "	Water on Blocks ...	26 "	Water on Blocks.....	21 1/2 "

**T**HESSE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessel in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codex A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.

## A DOG FEAST.

## SAVAGE EXHIBITION IN AMERICA.

Seattle, July 13.  
In solemne conclave assembled and solely in the interest of more extended scientific research in the fascinating domain of ethnology, the male contingent of the Igorrote village at the exposition is to eat dog at the fair during the coming week for the particular enlightenment of Professor A. C. Haddon, of the chair of ethnology of Cambridge University, England's great seat of learning, who is this summer delivering a course of lectures at the University of Washington.

Palatable as dog meat may be when properly served—and no doubt it is quite as attractive to the Igorrote, as are pork chops to more enlightened races—but that is not the reason why it is to become the piece de resistance at the approaching barbecue. The stakes of the luckless canine who has been elected for the honour will be the centre about which will revolve the most sacred religious rite of the Igorrote tribe. In the wild mountain fastnesses of Luzon, where the head hunters are most at home, dog meat, is eaten only to cure disease when all other remedies have failed, or to propitiate the god of war when some head hunting expedition is about.

A profound student of the origin of races, Professor Haddon's travels in strange lands have thoroughly familiarised him with the traditions and customs of many queer people. His frequent visits to the exposition village since arriving from England a fortnight ago, represent his first close contact with that splendid specimen of the aborigine, the Igorrote.

Through the interpreters he has held many interesting conversations with the braved warriors and in that way learned something of the significance attaching to the dog feast. But seeing is believing and when he mildly expressed a desire to witness the spectacle, the head man of the band readily agreed to allow his men to go through the ceremonial if the white men could arrange the necessary preliminaries. Arrangements, including the dog, were speedily perfected, and so it is that the eminent man of science and twelve students who are following his lectures with obvious interest are to "sit in" at probably the first canine feed to be held in Seattle.

"I really see nothing objectionable about such a ceremonial," said Professor Haddon when interviewed yesterday at his residence. "Other people, civilised nations if you please, have their religious feast days. Why not the Igorrotes? And is a dog's life any more sacred than a cow's or a pig's or a chicken's, all of which most of us eat with great relish? I think not, in some European countries where beefsteak is a luxury there is great demand for horse flesh. Some of us proudly boast of having eaten bear steaks. Why not let the Igorrote have his roast dog, if he likes it? But I am not preparing a brief on the dog as a foodstuff."

"In such ceremonials as the one we are about to witness, the natives will not partake of the meat primarily because they like it. They do it in, the firm belief that by so doing the dog's spirit also becomes part and parcel of their own spirits, and that when they go into battle they will fight with all of a dog's courage and ferocity. Some savages eat wild cats for the same reason. Spectacles like this, if correctly reported, are valuable contributions to science—the more so for the reason that the wild tribes of the Philippines, like your own American Indians, will not long survive the onslaughts of civilisation. To preserve for posterity a correct understanding of these strange peoples they must be studied first hand before they have begun to cast off their immemorial customs and traditions."

"This rite, savage though it may seem to us, means just as much to these people as the invocations to a Supreme Being meant to Christian armies about to engage in battle. For that reason I am personally interested in witnessing this strange spectacle so that I may hereafter bear direct testimony to the true significance attaching to the dog feast."

"These interesting people sincerely believe, also, that the dog feast ceremonial is a sure cure for otherwise fatal disease from which any of their fellow tribesmen may be suffering. It is, in other words, an Igorrote form of faith cure. The victim of the disease is convinced in his own mind when this rite is resorted to that he will recover. And just as our Christian Science or faith cure subjects are often living testimonials to seemingly miraculous cures, I learn from conversing with these Igorrotes that cures without number have often been thus effected. The conviction that the flesh of the dog when eaten by their fellows is endowed with certain supernatural remedial powers, gives them as one might say the mental uplift and the needed nervous stimulant to pull them through an illness that would otherwise be fatal."

"Any kind of a dog will answer the purpose. Breed doesn't matter so much. But with these two perquisites he must be endowed or the mere eating of his flesh will utterly fail of its purpose. He must, to begin with, be a black dog. Secondly he must be a short-haired dog. His pedigree is unimportant. It may be as from here to London or the subject may be just a plain cur. His ancestry makes no difference so long as he is a brunet and close cropped."

Professor Haddon was greatly interested in knowing, also, as a further contribution to the purely scientific phase of the prospective feast that Igorrote women were not allowed, in any circumstances, to eat dog because of the belief of their lords and masters that the members of the gentle sex might also become ferocious. The distinguishing characteristic of Igorrote women is their mild temper and the fact that they believe in letting well enough alone. Another all important feature attendant upon the ceremonial is that the dog must be eaten early in the morning, in the dark of the moon."

"There is really nothing about the killing of the dog to alarm the Humane Society," added Professor Haddon. "The cutting of the dog's jugular vein will mean as painless and instantaneous death as that suffered every day by the thousands of cattle, pigs and sheep slaughtered in this country to furnish food for the people of this civilised nation."

## WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsui Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLO' S/E BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.  
Waglan. San Ki Wan.  
Stanley. Sai Kung.  
Cape Collinson. Sha Tau Kok.  
Tal-Po.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light-houses.

F. G. Frob. Director.

## TYPEWRITERS

FOR

## HIRE.

## REPAIR

IS OUR

## SPECIALITY.

## DRAGON CYCLE

DEPOT,

38-39, Des Vaux Road, Central,

Hongkong.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, CALCUTTA, SHANGHAI.

1, John Street, Bedford Row, W.C. 10, Benfleet Street, Queen's Road.

London, 6th March 1909.

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**Intimation.****Intimation**  
TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

## REVENUE FARMS IN THE STATE OF NORTH BORNEO.

In making arrangements for the leasing of the Farms for the next Farm period of 1910 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A, appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two, or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfills all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

The Farms, above referred to are—  
**BRITISH NORTH BORNEO.**—Opium, Spirit, Gambling, and Pawn-broking, as follows—

(a) in one concession for the whole State, (b) in one concession for any of the following Districts of the State, the limits named including the latter territory watered by the rivers within the limits given respectively:—

(i) **SANDAKAN DISTRICT**—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) **KUTUB DISTRICT**—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Sindas River.

(iii) **WEST COAST DISTRICT**—the Territory bounded on the one side by the true right watershed of the Sindas River and on the other by the northern boundary of Province Clarke.

(iv) **EAST COAST DISTRICT**—the Territory bounded on the one side by the true right watershed of the Kiaabatangan River and on the other by the Dutch Boundary on the South at Broshoeck point.

(v) **PROVINCE CLARKE**—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security, or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A, appended.

(e) Copies of the Forms of Contracts for the Farms, may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rents.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tabl. .... \$ 2.40  
... chi ..... 0.30  
... bun packet ..... 0.15  
... 4 ..... 0.12  
... 3 ..... 0.09  
... 2 ..... 0.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo vis—

SOHE-DULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 11 of 1903 and No. 8 of 1904.

The Gambling Proclamation No. 5 of 1902.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1909.

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**Intimation.**

**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER  
MANUFACTURERS.**

**SPECIALITIES:****DRY GINGER ALE.****LIME FRUIT CHAM-  
PAGNE.****ORANGE CHAMPAGNE.  
STONE GINGER BEER.**

**PALATABLE  
AND  
REFRESHING.**

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FRUIT SYRUPS**

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make excellent refreshing beverages.

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pure juice of sound ripe fruit.

**A. S. WATSON & CO.,  
LIMITED,**

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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**NOTICE.**  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Bings Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

**MARRIAGE.**  
July 15, at West Hampstead, P. W. Sergeant, to Minnie Boundford.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, AUGUST 18, 1909.

**THE CHINESE NAVY.**

In the opinion of the *Full Mail Gazette*, China's navy will not seriously affect the two-Power standard just at present. It is true that, according to the Peking correspondent of the *Times*, there are enthusiasts who want Chinese *Dreadnoughts* and don't want to wait, but, in the absence of officers to man them, money to keep them up, and bases to shelter them, there are obvious difficulties about such a programme. It may very well come some day, however, and the foundations of a serious Chinese navy are to be laid now. At once, besides the establishment of naval schools, and general reorganization, there are to be two important steps—a genuine stock-taking of the existing ships and centralization of naval control. Four cruisers, sixteen torpedo-boats, and sundry other vessels are to be counted as being pending an examination, which is to show how many of them are worth anything. That illustrates rather forcibly the pleasing state of things that has prevailed, but it is a sound beginning to look facts in the face. Meanwhile, a Naval and Military Advisory Board has been created, as a preliminary to a central Admiralty to supersede the impractically decentralised Canton, Nanking,

Foochow, and Tientsin naval sections. Concluding its remarks, our London contemporary observes:—"If we had separate Admiralties for England, Wales, Scotland, and Ireland, it would be an obvious advance to combine them under one Board. That is what China is about to do, and until this is done *Dreadnoughts* must wait."

**LOCAL AND GENERAL.**

The English mail of the 10th July was delivered in London on the 9th inst.

H.M.S. *Waterwitch* is engaged in surveying Singapore harbour and neighbouring waters. The 1st Battalion of the Buffs (East Kent Regiment) at Aldershot has been ordered to prepare a strong reinforcement for the 2nd Battalion at Hongkong, to embark at the beginning of October.

The Admiralty announce the following appointments:—Lieutenants—C. H. Flode to the *Clio* (N), D. R. Ritchie to the *Catfish* (N), Engineer-Commander—C. F. B. Pendleton to the *Flora*, on recommissioning undated.

Mr. Frederic Henry Balfour, of Palazzina Castelli, Via San Francisco Poverini, Florence, Italy, and late of Shanghai, formerly editor of the *North China Herald*, who died on May 11 aged 63, left estate in the United Kingdom valued at £16,164.

Don Jaime, the son of the late Don Carles of Spain, served in the Russo-Japanese war, before which he had been, at his own request, through the Boxer campaign, and had done so much for the French troops that he was proposed by the French military authorities for the Legion of Honour.

A CHINESE policeman, who was until yesterday stationed at Tsim-tsa-tsui Police Station, and who was charged in the Police Court with theft, was convicted to-day. The defendant stole the winter uniform of a comrade and pawned it. He was sentenced to fourteen days' hard labour.

At the Magistracy, to-day, three men were accused of obtaining the sum of \$1,600 from another man by means of false pretences. As no evidence was heard particular could not be obtained. The defendants pleaded not guilty to the charge, and were remanded. They were allowed bail in the sum of \$5,000 each.

We regret to announce the death of Mr. Emile Levita, for 37 years on the board of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age, and had never a day's illness until he had a slight stroke a few weeks ago.

Six more men were charged in the Police Court, this morning, at the instance of Inspector Collett, of Shau-ki-wan Police Station, with trespassing in the Sai-wo-ho market, to wit, sleeping on unoccupied stalls. As we stated in our last issue the magistrate (Mr. F. A. Hazelwood) considered this a serious offence, and fined the offenders \$15 each, the alternative being a month's gaol apiece.

The Admiralty announce the appointment of—Captain J. Nicholas, to the *Flora*, additional, to date July 27, and on recommissioning, additional, undated. Lieutenants—C. H. Woodward, to the *Nightingale* M. H. Wilding, to the *Woodcock*, G. F. A. Mulock, to the *Woodlark*. Engineer-Commander—F. W. Hixton, to the *Tamar*, additional, as chief engineer, Hongkong Yard, to date July 8.

This statement has been made by friends of Sir Robert Hart that there is not the slightest probability of this distinguished public servant returning to China, even after the termination of his extended leave of absence. Sir Robert has placed himself unreservedly in the hands of his medical advisers, and as they remain obdurate he has decided to abide by their decision and relinquish his great work in the East.—*L. & C. Express*.

**THE SEVENTY-SEVENTH ANNUAL MEETING OF THE BRITISH MEDICAL ASSOCIATION** was to be held at Belfast from July 23 to July 30. Wherever the British flag flies, the association has a branch, one of the secretaries stated. Members were expected from New Zealand, the Cape, Canada, India, and probably from Hongkong, where there is a very flourishing branch. The most important matter to be discussed will be the manner in which the increased medical treatment of school children, which is sure to follow the recent demand for more medical inspection, will affect the profession.

**SUPPOSED ROBBER ON TRIAL.**

A man named Leung Tsao, giving his address as 77, Centre Street, has been arrested in connection with a robbery which was committed a few days ago at 149, Hollywood Road. In this case the suspect was alleged to have entered the cubicle occupied by a woman and, after blinding her with black pepper, removed from her hair four gold ornaments, valued at \$50. As he was leaving the house the alarm was raised, and he was apprehended. He was charged in the Police Court, this afternoon, and the case was further adjourned.

**CRIMINAL SESSIONS.**

ADJOURNED UNTIL TO-MORROW.

This is only a single case on the calendar for this month's Criminal Sessions, and that is one of murder, for which a man named Wong Yee Sheung is being charged. It is usual for the sessions to be held on the 18th of every month, but owing to the fact that the judges are engaged in the well-known case the sessions could not be held to-day. At half-past ten o'clock this morning the Chief Justice (Sir Francis Pigott) formally opened and adjourned the sessions until tomorrow, when those gentlemen who are summoned as juries are requested to attend.

**The Portuguese Boycott.****SELF-GOVERNMENT SOCIETY'S RESOLUTION MISINTERPRETED.**

WISER COUNSELS PREVAILED.

The resolutions adopted at the meeting of the Self-Government Society at Canton, on Friday week last, appear to have undergone some modification in the course of their transmission by the respective newspaper correspondents in the Southern city. As readers might have noticed an important difference appeared in the versions as printed in the British press in Hongkong. Whereas one report credits the Society with an attempt at boycotting the Portuguese, others again state that foreign firms employing Portuguese as assistants or clerks would be boycotted.

The inquiries, which we have pursued, lead us to believe that the latter of the two versions is not strictly in accordance with the fact. We are informed that the more rabid members of the Society contemplated embodying in the series of resolutions at the meeting in question one to place firms employing Portuguese subjects under the ban. Thanks, however, to the wisdom of better counsels prevailing among the more influential body of the Society's members, it was effectively urged that a sweeping resolution like that suggested would be too far-reaching and consequently operate like a boomerang and fail in its effect. The meeting accordingly adopted the less drastic of the two resolutions.

So far, as it can be ascertained locally, the Chinese are quite prepared to consider the unfortunate *Fatman* incident on its own merits and have no inherent widespread dislike for the Portuguese as a community with whom high placed individual members of both still maintain, as they have done in the past, the same cordial relations both commercially and socially. There is no danger of the subsisting good feelings ever becoming estranged so long as both parties wisely, as they do now, abstain from dragging into their amicable relationship any extraneous matter which is not within the province of their competence to discuss, thereby being the usual recognized constitutional authorities to conduct such negotiations, on well-established principles, to the mutual satisfaction of the two countries concerned.

**ALLEGED PIRACY.****SEVEN SUSPECTS ARRESTED.**

In the Police Court, this morning, seven Chinamen were charged before Mr. J. R. Wood (second police magistrate) with pirating the *Sun Fuk Hop* junk some time in July last. The suspects were arrested by Detective Inspector Hanson, and were remanded in police custody for a week, when the trial will begin.

The *Sun Fuk Hop* junk left Hongkong waters on the morning of the 18th July bound for Sui-Tung on the West River. No sooner had she entered the river than she was attacked by pirates, who compelled the crew to lower her sails, and then took off the junk and her cargo, which was valued at \$15,000. The original crew were landed on a bare-by-island, and the pirates sailed away with the junk and cargo.

As already stated seven men have been arrested on the charge of piracy, and pleading not guilty, they were remanded.

**S.S. "HOI MING."****EXPECTED TO RESUME RUN IN TWO DAYS.**

The West River steamer *Hoi Ming* (Captain Evans) which was beached on Lin Tin Island early on Friday morning last, owing to the uncoupling of her tail-shaft, will be ready to resume her regular trips to Kowloon and back: a day or so. As we have already said the *Hoi Ming* was beached, but not long afterwards, after she had been pumped out, she came to Hongkong and was beached at Mongkok, where the repairs were attended to. It was expected that the vessel would continue her usual run-to-night, but as certain special alterations have to be made it will not be for at least two days before the *Hoi Ming* gets under way.

**THE ICH CASE.****PLAINTIFF'S CAUSE OPENED.**

The action brought by the Hongkong Milling Company, Limited, against Messrs. Arbold, Kartberg and Company to recover the sum of \$10,000 for alleged breach of warranty, was continued to-day before the Chief Justice (Sir Francis Pigott) and the Vice-Chairman (Mr. H. J. Gompertz).

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, were for the plaintiffs while Mr. Duigan McNeill and Mr. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

Mr. Slade opened the case for the plaintiffs when the Court opened this morning. He continued his address after the tiffin interval, and the case was adjourned.

**BAD FISH.**

**SHOPKEEPER FINED ON TECHNICAL OFFENCE.** A Chinaman doing business at 81, Bonham Strand, was charged in the Police Court, this morning, with having in his possession five cases and two baskets of fish, which was unfit for human consumption.

Mr. Otto Kong Sing, who appeared for the defence, informed the Court that the fish was not for sale. His client was selling the stuff on commission, but as he had discovered the fish to be bad he kept the stuff in his house until the owner arrived in the Colony to turn it over to him.

Mr. Clark said that the defendant should have reported the matter to a sanitary inspector, who would have had the stuff destroyed.

The Magistrate (Mr. Wood) was of opinion that a technical offence had been committed, and imposed a fine of \$2.

**TRouble ON THE "ASHTABULA."****CHIEF OFFICER GIVEN FORTY-TWO DAYS.**

In the Marine Court, this morning, before Lieut. C. W. Beckwith, R.N., Acting Harbour Master, Captain George Hardinge, Master of the British ss. *Ashtabula*, chartered by the Standard Oil Company, proceeded against Charles Stancliffe, Second Officer of his ship, for continued wilful disobedience to the lawful commands of the Master on the 11th and 12th instant at Shanghai.

The master of the *Ashtabula* stated that his ship was in Yokohama and, on the 20th ult., the Second Officer (defendant) was allowed shore leave. He came to Wright's Hotel at about 11 p.m., hopelessly drunk and fell out of his rickshaw. He was taken in for the night but made himself a nuisance, going into various bedrooms and using filthy language. He was still drunk next morning and witness ordered him on board his ship at once. He took no notice but stayed in the bar. Witness went on board his ship at 6 p.m., the next day and found the Second Officer away from his place of duty. He turned to next morning. Witness then cautioned him but did not log him in, as this was his first offence. On the 11th inst. witness went ashore at Shanghai, the ship being alongside the wharf and let the Second Officer in charge of the ship. She was loading ten and was working at night. Witness returned to the ship, at about 1.30 p.m., accompanied by his wife and a lady passenger. He found the Second Officer very drunk and using filthy language. About midnight, witness went on deck to see how things were going. He found the Second Officer with his head down a sky-light flashing a hand-lamp on a lady who was sleeping below. As soon as he saw witness, he cleared forward. Witness then closed the sky-light and warned the Chief Officer that the Second Mate was drunk. At 5 a.m. next morning, witness went down into the saloon and found a lady passenger very much frightened, having been constantly annoyed during the night by the Second Officer, who went into her room twice. He further annoyed her by flashing an electric torch through the port-hole of her cabin and using filthy language. At 7 a.m. witness sent the Chief Officer for the defendant. The Chief Officer returned and informed witness that the Second Officer was too drunk to get him awake. Witness then went into his room and got him out. He then logged defendant and suspended him from duty, pending the ship's arrival at Hongkong. As he considered him a danger to the safe navigation of the ship, witness took the precaution of reporting the matter to the Harbour Master on arrival.

The Chief Officer stated that on the 11th inst. the ship being alongside the wharf, he was relieved by the Second Officer at 6 p.m. for night duty. At about 11 p.m., the master returned with his wife and a lady passenger, during which time, he saw the Second Officer and considered him fit for duty. He was sent for by the master about 8 a.m. the next morning to bring the Second Officer to him but could not get the latter up. Witness was in the saloon when the log was read over to the Second Officer. He considered him at the time stupidly drunk and unfit for duty.

A lady passenger who was travelling on the *Ashtabula* at the time of the incident stated that she joined the ship at Shanghai at about 11 p.m. on the 11th inst. she saw the Second Officer, who was in a drunken state and who used filthy language. At about midnight, witness returned to her cabin. The Second Officer came into her cabin but seeing her awake went into the saloon. Witness put the light out and locked her door. Defendant tried the door, but finding it closed, he went to the sky-light and kept flashing a light into her cabin. Witness was in such a frightened condition throughout the night, that she dressed and sat up.

Defendant denied that on the night of the 20th ult. he was drunk in Yokohama. He went to Wright's Hotel but did not see the master on that night. He saw him next day at noon and asked him for money to go on board. He was perfectly sober all the time he was ashore. He went on board at about 5 p.m. the hour later he was on duty, but as there was nothing to do, he went and lay down. He was never warned by the master. On the 11th inst. he was on duty from 6 p.m. and was sober. Defendant denied all the statements made by the lady passenger and the master as to his being a nuisance and annoying the passengers.

Other evidence was also taken.

Sentence of 42 days' imprisonment without hard labour was passed, the Harbour Master at the same time characterising the Second Officer's conduct as disgraceful.

**HONGKONG AND SHANGHAI BANK.****DISAPPOINTMENT IN LONDON.**

The London managers of the Hongkong and Shanghai Bank have received a telegram from the head office at Hongkong that subject to audit, the directors intend recommending the payment of a dividend of £1 per share, free of income tax, for the half-year to June 30, 1909, adding \$750,000 to the silver reserve fund, and carrying forward to the next half-year \$2,000,000. The reserve funds after this addition will stand as follows:—Sterling reserve fund, £1,500,000 at 21, equals \$15,000,000; silver reserve fund, \$1,150,000; total, \$30,150,000. The dividend is at the same rate as a year ago, when \$500,000 was added to silver reserve and \$200,000 written off premises account, and the same sum, as now, carried forward. The proposed distribution and allocation may, therefore, be said to be the same as last year. The declaration seems to have caused disappointment in several quarters which had looked for a larger distribution. That the dividend was retained at the same rate as last year was looked on unfavourably, and the quotation for shares has receded. It is not easy for outsiders to pronounce judgment, but the policy of building up strong reserves and consolidating the splendid position attained would seem to be dictated by prudent counsels.—*L. & C. Express*.

**ANOTHER SIDE TO SABAO.** of more interest to the traveller that coal sheds and catenaries, and that is the entrancing beauty of the island itself. It is one of the loveliest spots I remember to have seen, and it has been my good fortune to see many. It is but nine miles by five, but however you take it, it stands out as a gem. The approach to its harbour, Sabao, leads through waterways of the deepest blue, between walls of rolling green foliage, graceful as the curves of an ostrich feather. Here and there a splash of blood-red dots the hillside, where we

**HONGKONG UNIVERSITY FUND.****CHINESE SUBSCRIPTIONS TWO LAKHS.**

In our issue of yesterday we printed a further list of donations collected by the Chinese sub-committee for the endowment and equipment fund of the proposed Hongkong University. That list included a sum of some \$30,00

## Telegrams.

HONGKONG TELEGRAPH  
SERVICE.

H.E. KAO ERH CHIEN.

GRAND COUNCIL'S INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 17th August.

Upon his appointment to the Wai-wupu, H.E. Kao Erh Chien, the Macao Delimitation Commissioner, wired to Peking for an audience with the Prince Regent.

The Grand Council replied to the effect that there was no necessity for His Excellency to proceed to Peking and directed him to concentrate his energies in the matter of the delimitation of the boundaries of Macao and to retain a firm attitude in regard thereto.

CHANG CHIH-TUNG.

GRAND COUNCILLOR STILL INDISPOSED.

[By courtesy of the "Sheung Po."]

Peking, 17th August.

The Prince Regent has directed Prince Ching to call on Grand Councillor Chang Chih-tung and inquire after His Excellency's health and also to ascertain when he will be able to resume duties as His Imperial Highness is desirous of consulting him on the questions of the Antung-Mukden Railway and of the Tungkuanshan Mining Concession.

ARMS FACTORY.

PROPOSED ENLARGEMENT.

[By courtesy of the "Sheung Po."]

Peking, 17th August.

The Ministry of War has asked for an appropriation of eight million taels to enlarge the arms factory.

ANTUNG-MUKDEN

RAILWAY.

RUOMOURED APPOINTMENT OF COMMISSIONERS.

[By courtesy of the "Sheung Po."]

Peking, 17th August.

It is rumoured that the Grand Council has agreed to Japan constructing the Antung-Mukden Railway.

Both Japan and China have appointed Special Commissioners to discuss the differences at issue.

CHINA'S STATEMENT TO THE POWERS.

In the eleventh month of the 31st year of Kuang Hsu (November 1901) the Chinese and Japanese plenipotentiaries agreed upon the conversion of the Antung-Mukden Railway from a military into a commercial line and they also agreed that the line should be built and repaired by the Japanese Government. It was stipulated in the Treaty that the right to redeem the railway at the end of fifteen years should remain with the Chinese Government, and it was also agreed that the work of reconstruction should be commenced within a period of two years. The construction and improvement of the line were to be carried as a joint Chinese and Japanese enterprise, each Government appointing commissioners for the purpose; and hence China has every right to send her representatives to take part in the control and inspection of the operations. At the expiry of the time stipulated in the agreement, however, the Japanese Government gave no indication of any intention to resume negotiations in the matter, nor did the Japanese Government do so until the spring of this year. With a view to cementing the friendly relations between Japan and China, the Chinese Government yielded to a request for a resumption of negotiations, and the Yuchuan, accordingly sent officers to survey the line in company with officers appointed for that purpose by the Japanese Government. Subsequently the Viceroy of the Three Eastern Provinces (Manchuria) communicated with the Japanese Consul at Mukden, insisting upon holding to the original arrangements for the building of the line, but the Consul further delayed matters by refusing China's request that Japan should not place military guards either on or adjacent to the line, but should leave the policing of the railway zone to China, through whose territory the line runs. This is the reason of the long delay. Negotiations were still proceeding when, quite unexpectedly on (12) of this month (Friday, the 6th August), the

Japanese Minister sent a communication to the Wai-wupu charging China with procrastination and declaring that Japan would forthwith commence the work without Chinese co-operation.

On receipt of this communication the Wai-wupu forwarded to the Japanese Minister in Peking a reply the gist of which was that as the improvements were being made in the interests of trade and commerce no necessity existed for the extension of the railway zone, but China would not raise any objection if Japan wished to change the gauge and effect other improvements of an engineering character, the reply further emphasizing that it must be made the same as that of the Peking-Mukden line, and that no other changes must be made than those entailed by the necessities of engineering. This stipulation has particular reference to the suggested possibilities of a general change of route. The reply also stated that no extension of military control or patrolling of railways to Manchuria would be permitted and that the Chinese Government would furnish police for guarding the line. It concluded by repudiating any responsibility for past delay.

We would point out to Your Excellencies that the Japanese Government resumed negotiations subsequent to the expiry of the time stipulated in the Treaty for the commencement of the work, but although this was the case, we, with a view to arriving at an amicable settlement of the differences existing between Japan and ourselves, did not refuse the request. Now, however, Japan, relying upon her superior strength, suddenly takes action regardless of the terms of the Treaty and seeks to lay the blame for the delay upon China.

We are sure that under the pretext of development of communications and commerce the Japanese Government desires to build this railway almost entirely for military purposes. It will also be remembered that the Japanese, in spite of treaty obligations, have made many other encroachments upon the rights and liberties of China.

In view of the situation set up by the matters treated of in the foregoing, and particularly regarding the extension of Japanese military control in Manchuria, we have been compelled to lay particular emphasis on the question of military protection of the railway and the continuation of the police force. If Japan had considered this point this matter would have been settled long ago, and she would have been under no necessity to attempt to lay the blame for any delay at the door of China.

China still hopes for an amicable settlement within the terms of the Treaty, and in making this announcement to the Powers' desires simply to set forth the facts in their true light, leaving the world to judge to whom the blame attaches.—*National Review* (Shanghai).

FRACAS ON A STEAMER.

CHINESE CARGO COOLIES ATTACK THE PASSENGERS

There was a serious affray on the N. D. L. steamer *Tso Sek* at 9.30 a.m., yesterday, reports the *Strait Times* of 13th inst., when the cargo coolies went aboard after the steamer had dropped her anchor in the roads. She had brought over three hundred passengers from Swatow and was just out of quarantine. The cargo coolies were very anxious to start work and found themselves much impeded by the passengers who were not in a very great hurry to go ashore, and also by their luggage, which littered the deck. It was an easy step from harsh words to blows, and soon the cargo coolies were attacking the passengers right and left. One passenger, named Lee Oi Tow, who was on the lower deck, had a jar thrown on him from above, with the result that his skull was fractured. Police was summoned from the shore and mingled in the fight, assisted by the ship's officers. European constable No. 6.n.r. rowed away from the *Amazone*, a stalwart coolie throwing heavy box at him from the deck above, which he avoided by jumping aside just as it fell. The ship's officers scattered the coolies right and left and the police made seven arrests. The injured man was removed to the hospital where his deposition was taken, as he is in a critical state. The accused were brought before the third magistrate, this morning, on a charge of affray. The first accused was also charged with causing grievous hurt to the injured man, but this charge will not be heard at present, but will await the result of the man's injuries.

Second officer Walisch gave a graphic description of the fight and the further bearing of the case was postponed.

SHIPPING AND MAIIS.

MAILED DUE

India (Fookang)—19th inst.

German (Prinz Waldemar) 20th inst.

Indian (Latsang) 26th inst.

Canadian (Empress of China) 26th inst.

The C. N. Co.'s s.s. *Tamline* left Manila on 17th inst., and is due here on 20th inst.

The C. N. Co.'s s.s. *Talywan* left Sydney on 25th inst., and is due here on 19th prox.

The M. M. Co.'s s.s. *Atelmar* left Singapore on 17th inst., and is due here on 24th inst.

The Danish s.s. *Cathay* left Singapore on 17th inst., and may be expected here on 23d inst.

The T. K. K. s.s. *America Maru* left Moji yesterday at noon, for this port, and is due here on 22nd inst., morning.

The T. K. K. s.s. *Tsuyo Maru* sailed from Yokohama on 13th inst., and is due to arrive at Hongkong on 25th inst.

The P. M. S. Co.'s s.s. *Mongolia* arrived at Manila on 17th inst., and will sail from Manila on 19th inst., and is due to arrive at this port on 21st inst., at noon.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 8.30 a.m. on 18th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m. on 19th inst.

## TERRIBLE OCEAN TRAGEDY.

NORWEGIAN BARQUE "ERROL" WRECKED.

SHOCKING STORY OF SUFFERING.

The Norwegian barque *Errol*, bound from Chambote, on the west coast of South America, to Newcastle, N. S. W., has been wrecked on the Middleton Reef, and 17 lives were lost.

The victims included Captain Anderson, his wife, and four children, the first and second officers, and all the crew except five.

The news of the terrible disaster was brought to Sydney this morning, reports the *Evening News* of 14th ult., by the Union Company's Island mail steamer *To/ta*, the vessel bringing also the five survivors. These unfortunate were in a terrible plight, as will be seen from the story told an *Evening News* reporter on board the *To/ta*.

It appears that the *Errol*, a vessel well-found in every way, began the voyage to Newcastle from South America on April 15, and experienced very good weather. Nothing occurred during the early part of the voyage to mar the passage, and the captain was in hopes of arriving at Newcastle at the beginning of June. However, head winds were experienced and the vessel was delayed when in the vicinity of Lord Howe Island.

It was feared that the ship was never to reach her destination. On June 18, at midnight, she crashed broadside on to Middleton Reef, about 99 miles away from Lord Howe Island, and remained fast. There was great excitement, for no one had thought of any danger, and it was supposed that the ship was miles away from the spot. All hands were called, and steps were taken to back the ship off, but all efforts failed. In the course of a few hours she broke her back and the seas washed over her and into the holds. The wind at the time was moderate, from the north-west, but a fairly big sea was running, so that the ship had very little chance.

The moon was not bright, and the ship pounded heavily on to the reef. Each sea seemed to increase the breach, and give more play to the heavy water as it surged high and through. The store room did not remain long intact; and by morning it was noticed that the ship's supplies were being washed out of reach. It was a terrible situation. Captain Anderson gave orders to have a raft constructed, so that a party might be dispatched to the wreck of the *Amazone*, another victim of the Middleton Reef. The fast-named was about eight miles away, and it was thought that some stores might still remain. The ship's carpenter, together with the master and the two officers, set about making the raft, but the carpenter was soon left alone. A heavy sea carried the three executive away, and they were drowned. The captain's wife and children witnessed the disappearance of the men, and the scene was indescribable. The distressed wife and family so suddenly bereaved wrung their hands wildly, and piercing shrieks of anguish rose above the roar of the sea as it crashed with unbroken regularity over the reef.

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The carpenter called for assistance from the crew, and the work of constructing the raft was continued.

In two days this was completed, and a party of five set out for the *Amazone*. They had not proceeded any distance when one man jumped overboard, and was not seen any more. The other four continued on their way, and reached the wreck.

There was no food found on board, but a bountiful supply of water was discovered in an old tank. This was fortunate, and for several days this party subsisted on shellfish and water. In the meantime, one of the men had gone aloft and altered the position of one of the spars of the *Amazone*, and on this were made fast some old bags, which were intended to serve as a signal to a passing vessel.

Great hopes rose on the fourth day, when the smoke of a steamer was observed on the horizon, and in an hour or two a steamer was sighted. Those hopes fell as quickly as they rose, for the steamer continued on her course, not having seen the castaways, and once more feelings of despair existed.

ON THE "ERROL."

While the four men were enduring hardships on the *Amazone*, a far worse experience was that of the party on the *Errol*. A young man named Jack Lawrence, an A.B., and said to be a Sydney native, was in charge. He took it upon himself to look after the captain's wife and children. Each evening he wrapped the children, who were all of tender years, in warm clothing he could find and tended them carefully. The mother was not able to do much for herself and children. During the first few days Lawrence regularly dived into the hold of the ship, and sought out supplies, a few tins of meat having been left behind. Once he struck his head, and sustained a nasty injury. But unmindful of this he continued his watch over the little ones, and dived again for food. On more than one occasion the unhappy mother grabbed food as he brought it to the surface, and it was ravenously devoured. But the end soon came. A few days later Lawrence was horrified to see the body of the mother and two of her children floating clear of the wreck and well out of reach. How they got into the water is not quite clear, but charitable people will be satisfied to accept the theory that they were washed overboard and drowned. That evening Lawrence carefully laid the two remaining little ones down in a corner of the wreck, and to himself, exhausted by the efforts of the preceding days, dropped off to sleep. In the morning he looked at his charges, and they were both dead.

It was a terrible position, and in a day or two more Lawrence was alone; all the other members of the crew were dead. One by one they succumbed, being unable to keep up. They died from sheer starvation.

THE RESCUE.

About 11 o'clock in the forenoon of Monday last the steamer *To/ta* was approaching Middleton Reef. The commander, Captain Holdford, makes a point on each voyage of scanning the reef, in the event of castaways. Shipmasters have grown accustomed to the *Amazone*, but

## To-day's Advertisements.

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will commence on MONDAY, 23rd inst. For particulars as to Board and Tuition apply to—  
THE DIRECTOR.  
Hongkong, 18th August, 1909. [597]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for one year from the 1st September, 1909, to H.M. Naval Yard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, and should be returned not later than Noon the 23rd August, 1909.

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a tender:

H. RISSLAND,  
Naval Store Officer.  
Hongkong, 18th August, 1909. [598]

KOWLOON CRICKET CLUB CONCERT.

PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground on SATURDAY, the 21st inst., commencing at 9 P.M.

PART 1.

1. Overture..... "Tannhauser" Wagner  
Band of "The Buffs"

2. Tenor Solo... "Life the Organist" ..... Gray  
Revd. A. F. Croton.

3. Soprano Solo.... "Awake" ..... Mr. J. W. Kew.

4. Baritone Solo... "The Bandolero" [Leslie  
Mr. W. S. Hone.

5. Soprano Solo ..... "Villa" ..... Lehar  
Miss Parkes.

6. Humorous Duet ... Selected ..... Mrss. Worcester & Carroll.

7. Selection... "Cavalleria Rusticana" Mascagni

PART 2.

1. Nautical Selection ..... "A life on the ocean wave" Band of the "Buff's"

2. Soprano Solo... "Il Bacio" ..... Ardit  
Mrs. Bellios.

3. Vocal-Duet { "A Night in Venice" } Lucandoil  
Mrs. J. W. Kew and Mr. E. B. Ayris.

4. Humorous Song... Selected ..... Mr. Worcester.

5. Selection... "A Waltz Dream" ..... Strauss

Hongkong, 18th August, 1909. [599]

COMPAGNIE DES MESSEURIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Goods from London ex

s.s. *Charlott*, and from Bordeaux ex  
s.s. *Verlorenmoer*, in connection with above  
Steamer are hereby informed that their Goods,  
with the exception of Treasure and Valuables,  
are being landed and stored at their risk into  
the hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained  
against Bills-of-Lading countersigned by the  
Under-signed.

## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.

## "EMPIRE LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPIRE OF CHINA" SATURDAY, SEPT. 4TH.

"MONTREAL" SATURDAY, SEPT. 18TH.

"EMPIRE OF INDIA" SATURDAY, SEPT. 25TH.

"EMPIRE OF JAPAN" SATURDAY, OCT. 16TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Montreal" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON; 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth, Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) .... \$75.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTREAL" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... \$43.

Via New York ..... \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).  
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## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	CHIYOSANG	FRIDAY, 20th Aug., Noon.
WANILA	LOONGSANG	FRIDAY, 20th Aug., 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	CHEONGSHING	SATURDAY, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	POOKSANG	TUESDAY, 24th Aug., Noon.
FOOCHOW	YATSHING	WEDNESDAY, 25th Aug., 3 P.M.
MANILA	YUENSANG	FRIDAY, 27th Aug., 4 P.M.
S'GAPORE, PENANG & CALOUTTA	KUTSANG	TUESDAY, 31st Aug., 3 P.M.

## RETURN TOURS TO JAPAN (OCCUPING 24 DAYS):

The steamers *Kaitang*, *Nanano* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements, and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on three hills of Lading to Yangtze Ports, Gafao, Tienhsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.,

Telephone No. 61, Hongkong, 18th August, 1909.

General Managers.

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## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	19th Aug., 4 P.M.
AMOY, SHANGHAI & CHINKIANG	"CHANGHOU"	19th "
CHEFOO & NEWCHWANG	"LUCHOW"	20th "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	20th "
AUSTRALIAN PORTS	"CHENHAN"	22nd Daylight
SHANGHAI	"TAMING"	24th 3 P.M.
CEBU & ILOILO	"KAIFONG"	24th 4 P.M.
SHANGHAI	"AHKU"	26th "
WEIHAIWEI & TIENTSIN	"HUICHOW"	26th "
SHANGHAI	"LINAN"	29th Daylight
MANILA	"TEAN"	31st 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked throughout for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenau*, *Linan*, *Chihsien*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.—These steamers lead passengers to Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage apply to— BUTTERFIELD & SWINEY,

Telephone No. 56, Hongkong, 18th August, 1909.

Agents.

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## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	\$540	R. W. Almond	MANILA	SATURDAY, 21st Aug., 5 P.M.
ZAFIRO	\$540	R. Rodger	"	SATURDAY, 28th Aug., 11 Nobs.

For Freight or Passage, apply to—

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

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THE HONGKONG TELEGRAPH WEDNESDAY AUGUST 18 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,  
KOBE, YOKOHAMA, HONOLULU and  
SALINA CRUZ (Mexico).

S.S. AMERICA MARU ..... 5,000 tons gross..... Sail 10th Aug., 1909, at Noon.  
S.S. HONGKONG MARU ..... 6,000 ..... 26th Oct., 1909, at Noon.  
S.S. MANSHU MARU ..... 5,000 ..... 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

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Hongkong, 29th July, 1909.

## Shipping—Steamer.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

Taking Cargo on through Bills of Lading, to  
Rangoon, Madras and Mauritius.

THE Steamship.

"LIGHTNING."

Captain A. E. Gentles, will be despatched for  
the above Ports on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASOON & CO., LIMITED,  
Agents.

Hongkong, 11th August, 1909. [136]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STRAITS, CYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA"

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mosoppa*, 10,000 tons, from Colombo, Passengers accommodated in which vessel is secured before departure from Hong Kong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Calcutta*, due in London on 3rd October, 1909. Parcels will be received at this Office until 1 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 7th August, 1909. [135]

CHARGEURS REUNIS.  
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

The steamer of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE,"

expected to arrive on or about the 19th August.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909. [136]

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 21st July, 1909. [137]

"SHIRE" LINE OF STEAMERS,  
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Daniel, will be despatched as above on or about 15th August.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING:

London—Bank T.T.	1,813/6
Do. demand	1,813/6
Do. 4 months' sight	1,813/6
France—Bank T.T.	2,181
America—Bank T.T.	4,421
Germany—Bank T.T.	1,771
India T.T.	1,313
Do. demand	1,313
Shanghai—Bank T.T.	741
Singapore—Bank T.T. par H.K. \$100	241
Japan—Bank T.T.	341
Java—Bank T.T.	1,042
Buying:	
4 months' sight L.C.	1,013
6 months' sight L.C.	1,013
30 days' sight San Francisco & New York	431
4 months' sight do	441
30 days' sight Sydney & Melbourne	1,013
4 months' sight France	2,221
6 months' sight do	2,241
4 months' sight Germany	1,813
Bar Silver	239/10
Bank of England rate	241
Sovereign	11,45

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 18th at 10:05 p.m.—The barometer has fallen generally, particularly in the North. Pressure is high to the North of Japan, and over the S. part of the China Sea. It is relatively low over the Eastern Sea.  
Moderate variable winds may be expected in the Formosa Channel and moderate monsoon over the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, moderate; fair to showery.  
2.—Formosa Channel, variable winds, moderate.  
3.—South coast of China between Hongkong and Lamock, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, S. winds, moderate.

## Shipping.

Arrivals.

- Australien, Fr. s.s. 3,513, V. Riguer, 17th Aug.—Marseilles and Saigon 15th Aug., Mails and Gen.—M. M.
- Fukui Maru, Jap. s.s. 4,180, K. Nakagawa, 17th Aug.—Moj 11th Aug., Coal.—M. B. K.
- Johanno, Ger. s.s. 951, M. Ipland, 17th Aug., Sumatra 7th Aug. and Swatow 16th, Gen.—J. & Co.
- Kiang Ping, Chi. s.s. 1,222, Uddin, 17th Aug.—Chinkiang 11th Aug., Gen.—Tung Lee & Co.
- Devaha, Br. s.s. 4,285, H. Powell, 18th Aug.—Bombay 16th Aug., and Singapore 13th Aug., Mails and Gen.—P. & O. S. N. Co.
- Sapedon, Br. s.s. 3,012, J. A. Taylor, 18th Aug.—Shanghai 14th Aug., Gen.—B. & S.
- Chinibus, Br. s.s. 1,348, A. Harris, 18th Aug.—Canton 17th Aug., Gen.—B. & S.
- Haiyang, Br. s.s. 1,362, A. E. Hodgins, 18th Aug.—Swatow 17th Aug., Gen.—D. L. & Co.
- Hilary, Ger. s.s. 1,276, K. Hafte, 16th Aug.—Samarang and Pulo Laut 7th Aug., Sugar—S. W. Co.
- Isobe Maru, Jap. s.s. 1,859, Yaishi, 6th Aug.—Moriori 25th July, Joal.—M. B. K.
- Kaisaku Maru, Br. s.s. 1,903, S. Sudis, 16th Aug.—Moj 8th Aug., Coal.—M. B. G. K.
- C. F. Lascas, Ger. s.s. 3,158, Wagner, 18th Aug.—Hamburg and July, and Singapore 12th Aug., Gen.—H. A. L.
- Dafin Maru, Jap. s.s. 899, Y. Kuburaki, 18th Aug.—Swatow 17th Aug., Cambor, and Sulper, Ch.—O. S. K.
- Clara Jensen, Ger. s.s. 1,143, J. Bendixen, 18th Aug.—Haiphong via Hoiang and Hoihow 15th Aug., Coal, Cattle and Pigs.—J. & Co.
- Wuhu, Br. s.s. 1,217, Cogan, 18th Aug.—Wakematsu 12th Aug., Coal.—Order.

Clearances at the Harbour Office.

- Australien, for Shanghai.
- Kiang Ping, for Canton.
- Clara Jensen, for Canton.
- Hilary, for Hoihow.
- Hilopolis, for Durban.
- Hilman, for Swatow.
- Devaha, for Shanghai.
- Atlanta, for Macau.
- Chongking, for Canton.
- Sapedon, for Saigon.
- Gregory Afcar, for Singapore.

## Departures

Aug. 18.

- Australien, for Shanghai, &c.
- Ava Maru, for Colombo.
- Choua, for Hoihow.
- Kwangtung, for Shaughai.
- Glenloch, for Amoy.
- Yedo, for Saigon.
- Tibetan, for Batavia.
- Eld, for Canton.
- Chuang, for Canton.
- Gregory Afcar, for Calcutta.
- Jacob Diederichsen, for Hoihow.
- Atlanta, for Manila.
- Nippon, for Shanghai.

## Passengers arrived.

Per Hoihow, from Coast Ports—Mr. and Mrs. Robinson, and 79 Chinese.  
Per Changsha, from Australian Ports—Mr. and Mrs. Walker, Mr. and Mrs. Goldsmith, Mr. and Mrs. Miller, Messrs. Ford and Ross, and 51 Chinese.  
Per Devaha, for Hongkong from Bombay—Mr. C. J. Pinto, for London, Mr. Solvin, from Colombo—Mrs. A. Duncan, child and infant, from Penang—Messrs. J. W. Scott and Lun Chung, from Singapore—Messrs. G. F. Abraham, H. J. Hunt, Lee Fie, Hang Chow Tuck and native servant, for Shanghai from Bombay—Mr. R. C. Ragin, and Capt. Fellowes, from London—Miss M. Davies, from Singapore—Mr. J. H. Baring.  
Per Australien, for Hongkong, from Malacca—Mr. Schiller, from Fremantle—Messrs. Ah Koong and Ah Ying, from Slog Side—Messrs. Ng Got Choo, Geo, Mayne, and J. C. Blaize, from Batavia—Mr. G. Aspin, Mrs. Nio Sam, and infant, from Saigon—Mrs. Barthélémy, Messrs. Clarke, Guillot, and 43 Chinese, for Shanghai from Marseilles—Messrs. Carriat, Boissel, H. A. Stiel, and Brancé, from Colombo—Mr. Wang, from Singapore—Miss Hoip, Mrs. Vas Dulden, Lee Yu Klimm, Tan Kay Kee, Lo Way Boo, Lee Siam Tai, Gho Say Chin, Tam Sam Kee, Gap Swas Ack, and Ley Gao Hoe, for Kobe—2 Russians, for Yokohama from Marseilles—Mr. Bourgeois, from Colombo—Mrs. Estrange, from Saigon—Miss Camier.

## Passengers departed.

Per Ernest Simons, for Marseilles, &c.—Messrs. B. Malibbi, Sharp, Gopaldas, Hasamali, Holchand, Yosuomi, Mrs. R. Gitch, Mrs. Okamoto, Messrs. H. O. Colman, Mum, Capt. Hilbert, Messrs. E. Lindemann, Castelo, Mrs. P. Mendigal, Santos, Calvalho, Rev. L. P. Waldemar, Messrs. M. Ramos, Pires, Remy, Mrs. Demaretz, Lo Tai Po, J. B. Kuyer, J. O. Marques, J. E. Gale, L. Shapie, and Mr. and Mrs. Wong Yam Yu.  
Per Kaga Maru, for Seattle, &c.—Messrs. F. C. Collins, J. S. Perry, F. C. Husley, H. W. Lester, Miss Grant, Major Hayes, Master Hayes, Messrs. C. W. Smith, Juan Salazar, S. Fekiel, Lo Min, Chuo Un Um, Wong Wai Kan, Fujimoto, and So Mat Chi.

Per Asia Maru, for London, &c.—Capt. and Mrs. Bathurst, Mrs. Parker, Mr. and Mrs. F. McKenzie, Messrs. Ogura, Hirose, Mr. and Mrs. Yamazaki, Mr. Sim Kyo Pan, Lui C. Maia, Messrs. R. H. Parker, L. Baurach, Major Watanabe, Messrs. M. Adam, G. O. Blacker, H. A. Jones, Misses Teyo, Uchida, Wakamatsu, Mr. and Mrs. Acorada, go'cochans, Messrs. Carly, Aug Peans, C. A. Peans, C. O. A. Peans, C. Don Wallaway, C. G. Ghose, H. Westerhout, A. Hoystek and T. C. Dames.

Shipping Reports.

Sir. Sapedon, from Shanghai—Strong S.W. winds rough sea and fine weather.

Sir. C. Ferdinand, from Singapore—Fine weather by S.S.W. winds during the voyage.

Sir. Huiyang, from Coast Ports—Strong S.W. wind and moderate sea overcast and cloudy.

Sir. Kiang Ping, from Chinkiang—Somewhat wind fresh breeze cloudy and overcast fine weather all through the voyage.

## VESSELS IN PORT.

## STAMMERS.

Antiochus, Br. s.s. 5,795, G. D. Keag, 10th Aug.—Takoma via Manu 15th July, Gen—B. & S.

Asthabu, Br. s.s. 2,405, Harding, 18th Aug.—San Francisco 23rd June, and Shanghai 12th Aug., Tea—S. O. Co.

Amrylic, Br. s.s. 2,789, Jas. Boyd, 13th Aug.—Puget Sound via Japan and Manila 10th Aug., Gen.—D. & Co. Ltd.

Changzhou, Br. s.s. 1,102, A. Partridge, 6th Aug.—Wakamatsu 30th July, Coal—B. & S.

Cheung Shing, Br. s.s. 1,265, V. McClymont Liddell, 10th Aug.—Tientsin 10th Aug., Gen.—J. M. & Co.

Chiway, Chi. s.s. 1,171, C. Stewart, 17th Aug.—Canton 16th Aug., Gen.—C. M. S. N. Co.

Choising, Ger. s.s. 1,020, J. Brubo, 15th Aug.—Bangkok 10th Aug., Rice—B. & S.

Chorhun Maru, Jap. s.s. 1,301, T. Sunaga, 15th Aug.—Shanghai via Foochow, Amoy and Swatow 8th Aug., Gen.—O. S. K.

Derwent, Br. s.s. 1,362, J. Jenkins, 6th Aug.—Saigon and Aug., Gen.—Manf Pat & Co.

Dos Hermanos, Am. s.s. 540, M. Morales, 6th Aug.—Manil 3rd Aug., Ballast—Jorge & Co.

Foochow, Br. s.s. 1,228, Vincent, 2nd Aug.—Cebu and Illoilo 29th July, Gen.—B. & S.

Gardiner, Br. s.s. 1,285, H. Powell, 18th Aug.—Bombay 16th Aug., and Singapore 13th Aug., Mails and Gen.—P. & O. S. N. Co.

Sapedon, Br. s.s. 3,012, J. A. Taylor, 18th Aug.—Akyaka 14th Aug., Gen.—B. & S.

Hongkong, Fr. s.s. 3,513, V. Riguer, 17th Aug.—Marselles and Saigon 15th Aug., Mails and Gen.—M. M.

Fukui Maru, Jap. s.s. 4,180, K. Nakagawa, 17th Aug.—Moj 11th Aug., Coal—M. B. K.

Johnano, Ger. s.s. 951, M. Ipland, 17th Aug., Sumatra 7th Aug. and Swatow 16th, Gen.—J. & Co.

Kiang Ping, Chi. s.s. 1,222, Uddin, 17th Aug.—Chinkiang 11th Aug., Gen.—Tung Lee & Co.

Devaha, Br. s.s. 4,285, H. Powell, 18th Aug.—Bombay 16th Aug., and Singapore 13th Aug., Mails and Gen.—P. & O. S. N. Co.

Sapedon, Br. s.s. 3,012, J. A. Taylor, 18th Aug.—Akyaka 14th Aug., Gen.—B. & S.

Chinibus, Br. s.s. 1,348, A. Harris, 18th Aug.—Canton 17th Aug., Gen.—B. & S.

Haiyang, Br. s.s. 1,362, A. E. Hodgins, 18th Aug.—Swatow 17th Aug., Gen.—D. L. & Co.

Hilary, Ger. s.s. 1,276, K. Hafte, 16th Aug.—Samarang and Pulo Laut 7th Aug., Sugar—S. W. Co.

Isobe Maru, Jap. s.s. 1,859, Yaishi, 6th Aug.—Moriori 25th July, Joal.—M. B. K.

Kaisaku Maru, Br. s.s. 1,903, S. Sudis, 16th Aug.—Moj 8th Aug., Coal.—M. B. G. K.

C. F. Lascas, Ger. s.s. 3,158, Wagner, 18th Aug.—Hamburg and July, and Singapore 12th Aug., Gen.—H. A. L.

Dafin Maru, Jap. s.s. 899, Y. Kuburaki, 18th Aug.—Swatow 17th Aug., Cambor, and Sulper, Ch.—O. S. K.

Clara Jensen, Ger. s.s. 1,143, J. Bendixen, 18th Aug.—Haiphong via Hoiang and Hoihow 15th Aug., Coal, Cattle and Pigs.—J. & Co.

Wuhu, Br. s.s. 1,217, Cogan, 18th Aug.—Wakematsu 12th Aug., Coal.—Order.

Clearances at the Harbour Office.

Australien, for Shanghai.

Kiang Ping, for Canton.

Clara Jensen, for Canton.

Hilary, for Hoihow.

Hilopolis, for Durban.

Hilman, for Swatow.

Devaha, for Shanghai.

Atlanta, for Macau.

Chongking, for Canton.

Gregory Afcar, for Singapore.

Per Australien, for Coast Ports—Mr. and Mrs. Robinson, and 79 Chinese.

Per Changsha, from Australian Ports—Mr. and Mrs. Walker, Mr. and Mrs. Goldsmith, Mr. and Mrs. Miller, Messrs. Ford and Ross, and 51 Chinese.

Per Devaha, for Hongkong from Bombay—Mr. C. J. Pinto, for London, Mr. Solvin, from Colombo—Mrs. A. Duncan, child and infant, from Penang—Messrs. J. W. Scott and Lun Chung, from Singapore—Messrs. G. F. Abraham, H. J. Hunt, Lee Fie, Hang Chow Tuck and native servant, for Shanghai from Bombay—Mr. R. C. Ragin, and Capt. Fellowes, from London—Miss M. Davies, from Singapore—Mr. J. H. Baring.

Per Australien, for Hongkong, from Malacca—Mr. Schiller, from Fremantle—Messrs. Ah Koong and Ah Ying, from Slog Side—Messrs. Ng Got Choo, Geo, Mayne, and J. C. Blaize, from Batavia—Mr. G. Aspin, Mrs. Nio Sam, and infant, from Saigon—Mrs. Barthélémy, Messrs. Clarke, Guillot, and 43 Chinese, for Shanghai from Marseilles—Messrs. Carriat, Boissel, H. A. Stiel, and Brancé, from Colombo—Mr. Wang, from Singapore—Miss Hoip, Mrs. Vas Dulden, Lee Yu Klimm, Tan Kay Kee, Lo Way Boo, Lee Siam Tai, Gho Say Chin, Tam Sam Kee, Gap Swas Ack, and Ley Gao Hoe, for Kobe—2 Russians, for Yokohama from Marseilles—Mr. Bourgeois, from Colombo—Mrs. Estrange, from Saigon—Miss Camier.

## Steamers Expected.

Vessel	From	Agents	Due
Foochow	Singapore	J. M. & Co.	Aug. 19
Kangshewa M.	Singapore	J. Y. K.	Aug. 19
Banchuch	Singapore	G. L. & Co.	Aug. 19
Peregrine	Manila	M. & Co.	Aug. 20
Tanning	Manila	B. & S.	Aug. 20
Mongolia	Manila	P. M. Co.	Aug. 20
Flintshire	Singapore	S. W. & Co.	Aug. 21
America Maru	Moji	T. K	

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$250,000}	\$2,000,234	{ Final of 1/- and bonus of 5/- for 1908 @ ex 1/8= \$16,024	42%	{ \$1,300 ss. & s. London £95.5/-
National Bank of China, Limited	49,925	£7	£6	{ £4,000 £150,000}	\$10,223	£2 (London 3/6) for 1903	...	565 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$250,757 \$411,900 \$150,000}	none	£14 for 1907	71%	515 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 201,477 Tls. 118,477}	Tls. 160,513	Interim of 7/6 for 1908	51%	Tls. 120 ss. & b
Union Insurance Society of Canton, Limited	19,400	\$250	\$100	{ \$3,000,000 \$100,000 \$150,000 \$68,349}	\$8,464,918	{ Final of 1/- making 1/- for 1907 and Interim of \$30 for 1908.	58%	\$840 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,000,000 \$554,425 \$109,645 \$100,000}	\$7,7,037	£12 and bonus £3 for 1907	76%	\$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$438,663 \$100,000}	\$375,341	£6 and bonus £1 for 1907	71%	515 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,48,173}	\$368,711	£27 for 1907	8%	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$64,628 \$99,667 \$250,000 \$119,167 \$22,645 \$10,000}	\$1,018	£1 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Nil.	£1 for year ending 30.6.1908	7%	\$36	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$21,70	Interim of £1 for account 1909	74%	5315 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,200 £40,000 £780,000}	£13,755	{ £/- for 1907 on Preference shares only @ ex 1/8/11/16= £3,154 Final of £/- for 1908 and Interim of 1/- for a/c 1909	...	\$60
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £100,000 £10,000 £48,583}	£6,819	£6,819 for year ending 10.4. 1909	4%	735 buyers
"Star" Ferry Company, Limited	16,000	\$10	\$10	{ \$3,121	£1.00 (\$0.50) for year ending 10.4. 1909	31%	\$151 sales	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$3,000 \$10,848}	Dr. \$5,858	£5 for year ending 31.12.08	31%	513 buyers
Liaon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000}	Dr. \$35,873	£3 for 1907	...	52 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 9,17	Tls. 31 for year ending 31.8.08	...	Tls. 295 sellers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,389}	£11,511	Interim of 1/6 (coupon No. 12) for year ending 29.3.09	7%	Tls. 181 sales
Rio Adstralian Gold Mining Company, Limited	150,000	£1	£1	{ £4,878	Dr. £2,191	No. 12 of £1=48 cents	...	58 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,576	Dr. \$7,491	£1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	69,000	\$50	\$50	{ \$350,000 \$46,806 \$40,000 \$97,193 \$200,000}	£10,101	Final of £1 making £3 for 1907	...	\$60
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ Tls. 1,000,000}	£187,78	Final of £4 making £8 for 1908	121%	561 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 22,818	Tls. 6,316	Final of Tls. 2 for year ending 31.4.09	61%	Tls. 791 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 50,000 Tls. 185,000}	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	64%	Tls. 145
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 4,136 \$1,000 \$645,975 \$20,000}	Tls. 4,136	Tls. 6 for year ending 29.2.09	51%	Tls. 105 sales
Central Stores, Limited	12,000	£1	£1	{ \$24,612	\$1,20 on old and 60 cents on first new issue	...	517 buyers	
Hongkong Hotel Company, Limited	8,000	£10	£10	{ \$895	Final of \$3 making \$6 for 1908	...	515 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$26,475	Interim of 3/- for account 1909	61%	501	
Humphrys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$5,586	60 cents for 1908	61%	\$30	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$14	\$14 for 1908	5%	512 sellers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 300,000 none}	Tls. 142,404	Interim of Tls. 3 for account 1909	68%	Tls. 118 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,968	Interim of £1 for account 1909	81%	\$44	
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$20,000}	Tls. 8,820	£1.5 for year ended 31.10.1908	44%	Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ \$9,553	50 cents for year ended 31.7.08	6%	58 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 90 sellers
Laon-kung-mow Cotton Splicing & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108 buyers
Say Chas Cotton Splicing Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 31,173	Tls. 15,911	Tls. 50 for 1906	...	Tls. 410 sales
MISCELLANEOUS.								
Bell's Asbestos-Exporters Agency, Limited	8,604	£1/6	£1/6	{ £1,500	£1/10 per share for 1908	10%	591 ex div. 512 sales	
China-Borneo Company, Limited	60,000	£12	£12	{ Nil.	£1.10 or £1.00 for 1908	...	561 sellers	
China Light and Power Company, Limited	50,000	£10	£10	{ \$61,138	50 cents for year ended 28.2.06	...	59,60 sales	
Do. Do. special shares	50,000	£12	£12	{ \$34,078	8 cents for 1208	81%	513 buyers	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$102,000	£1.10 for year ending 31.7.08	28%	514 buyers	
Dairy Farm Company, Limited	49,000	£74	£6	{ \$28,000	\$1.10 for year ending 31.7.08	10%	512 sellers	
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$15,000	Final of 50 cents making 90 cents for 1908	8%	512 sellers	
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,700	50 cents for year ending 31.12.08	6%	520 sellers	
Hongkong Electric Company, Limited	60,000	£10	£10	{ none	£1.195	£1 and bonus 20 cts. for year ending 29.2.09	12%	514 sellers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £7,616	Final of £1 per share making £1 for 1908	8%	514 sellers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	{ £8,390	Interim of £1 for account 1909	8%	514 sellers	
Maaitschappij tot Mijn-, Bosch- en Landbouwbedrijf in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,100 Tls. 62,914	Tls. 316,72	Land Quarterly div. of Tls. 1/24 for account 1909	4%	Tls. 1,012 sales
Peak Tramways Company, Limited	25,000	£10	£10	{ £1,204	80 cents on fully paid shares and 8 cents on £1 paid shares for year ending 30.4.09	6%	514 sales	
Peak Tramways Company (new)	50,000	£10	£10	{ None	None	513 buyers	...	513 buyers
Philippine Company, Limited	75,000	£10	£10	{ £18,640	None	None	...	513 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,520 Tls. 75,000}	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	41%	Tls. 146 sales
South China Morning Post, Limited	6,000	£55	£55	{ None	None	...	513 sales	
Steam Laundry Company, Limited	30,000	£55	£55	{ £12,500	40 cents for year ending 31.5.08	8%	513 sales	
Galax Waterboat Company, Limited	10,000	£10	£10	{ £172	60 cents for year ending 31.12.08	5%	513 sales	
United Asbestos Oriental Agency, Limited	10,000	£10	£10	{ £1,360	80 cents on 9,000 ord. shares and £10.80 on 100 Founder's shares for yr. end 31.5.07	64%	513 sellers	
Watson, (A. S.) & Co., Limited	9,000	£10	£10	{ £2,613	Final of 30 cents for 1908	64%	513 sellers	
William Powell, Limited	11,000	£7	£7	{ none	Final of -10 cts. making -80 cts. for the year ended 30th June, 1906	...	nados em liadas capas de phantasia	
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	46,100	£1	£1	{ none	30% - 6/- per share for year 1908	...	Goods received on Storage.	
Do. do. (partly paid)	103,510	£1	£1	{ £1,76	25% for year ending 31.3.09	...	Advanced made on Merchandise.	
Balgowrie Rubber Estate, Limited	20,000	£1	£1	{ £1,76	None	...	Loans made on the Provident System.	
Castlefield Rubber Estate, Limited (fully paid)	6,150	£1	£1	{ £1,76	None	...	(Rates and Particulars on application).	